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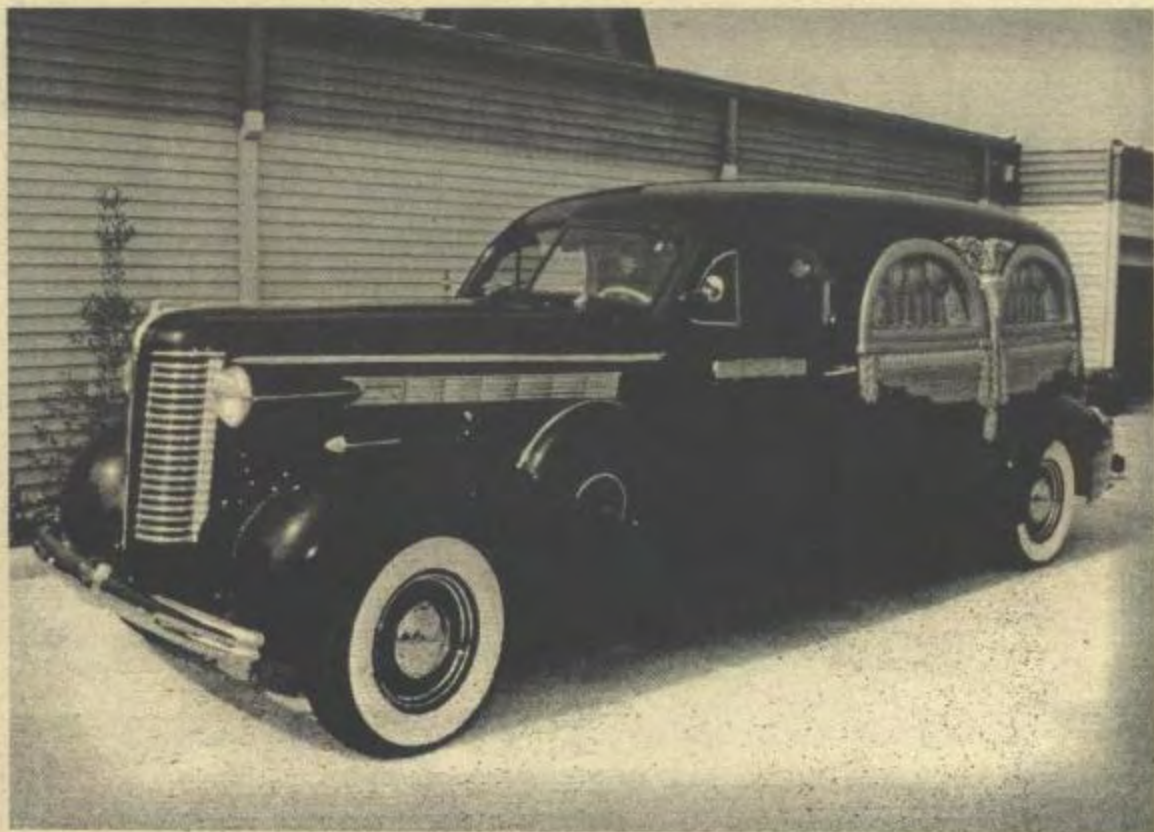
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# TORQUE TUBE

THE INTERNATIONAL NEWS PUBLICATION FOR MEMBERS OF THE 1937-1938 BUICK CLUB



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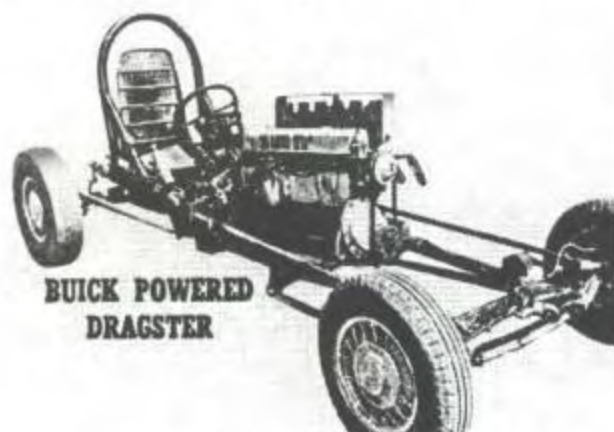
# The 9th Cylinder

BY HARRY LOGAN (#651) EDITOR

Well, we ended our 1998-1999 publishing year August 31 with a total of **630** paying members, an all time high. Included with the last issue was the new Club Roster. It includes all members up to August 8, 1999. A few new members joined after that date and are not included. Also, if you spot any errors in your record, please let me know so that I can correct them for the next Roster. Thanks.

In 1999 the **Torque Tube** won two awards, one from the **Buick Club of America (BCA)** and one from **Old Cars Weekly**. We couldn't have done it without membership support and encouragement. Keep sending in tech tips, interesting photos and 37 & 38 Buick articles. Thanks for your continued support.

**The Bear**, a Buick powered dragster was featured in the January, 1954 "Car Craft" magazine. It had two things about it that caused crowds to gather. One was the way it looked and the other



how fast it went. The first time out, the driver and builder turned 130.6 mph (209 km/hr) Here are some interesting quotes from this article:

"The builder picked a straight eight engine block around which to build his hot rod for two reasons. (1) He claims there is more efficiency per pound in a straight eight than any other engine, and (2) because of the efficiency of the overhead valve system as compared to the L-head type used in most V-8's."

"Starting with a 1936 Century block and by boring it an 1/8 inch he brought it up to 340 cubic inches. The stroke and flywheel are stock. Also stock is the 1938 Buick Century transmission that "The Bear's" owner has built into his speedy drag machine. The pistons are Egge and are connected to the crank shaft by '49 Buick stock connecting rods."

Six reworked Stromberg 97 carburetors dump fuel into a box manifold. Eight chrome plated



headers direct exhaust gas out. Thanks to **Greg Korzeniowski (#1405)** in Canada for sharing this article.

American movies have produced some of the most memorable, as well as some of the most forgettable films in history. One cinema format was the weekly "serial" (installments) at theaters, to keep the customers coming back every week.



## TORQUE TUBE

FOUNDED IN 1980 BY DAVE LEWIS





Over 200 "cliff hangers" were made in ten to fifteen episodes that left the audience sitting on the edge of their seats wondering if the heroine would survive the fact that she was tied up in a boat going over a waterfall or the hero being locked in a room where the walls were closing in to crush him into hero juice.

One of these was made by Republic Pictures and released in 1951. These three photos show a serial called "Government Agents vs. Phantom Legion." Chapter 7 features a chase scene between a 1951 Ford sedan (the bad guys) and a 1938 Buick Special Convertible Coupe (good guys - photo A). In some close-up scenes you can see the car had an ivory colored steering wheel as used on '38 Specials. And for some reason they attached a

chrome hubcap to the sidemounted spare. Notice there is not a BUICK 8 bumper badge. (Some '38 Buicks, usually Specials, did not have this badge or a hole in the bumper for one as in the case of the 38-46C ad at the top of page 3. Thanks to **Anthony Wright** (#1192) in NYC for sharing this ad).

Photo B, on this page, shows another interesting feature. The car has only one side-mount. In photo C, showing a wild chase scene, the 38-46C suddenly becomes a 37-46C with the correct side-mount faceplate with the BUICK emblem and an aftermarket center front bumper guard. I wonder how many people caught this continuity mistake when this serial came out?

At the end of the chapter, the 37-46C gets caught in a wall of



## TORQUE TUBE

**You can now find your '37-'38 Buick Club on the World Wide Web:**

<http://www.classicar.com/clubs/buick/buick.htm>

The **TORQUE TUBE** is published every two months for the enjoyment of the **1937-1938 Buick Club**. Membership dues are \$34.00 per year US, \$35.00 per year Canada or Mexico and \$40.00 per year for all others. All issues mailed First Class and Overseas issues are mailed Air Mail-Printed Matter unless Surface Mail, at \$35.00 per year, is requested. All memberships run September 1 to August 31 of the following year. Persons joining during the year will receive all back issues from September 1. All payments must be in U.S. funds. Please make your check payable to the **1937-1938 Buick Club**.

Please send all articles, ads subscriptions and inquires, etc. to:

**The TORQUE TUBE**  
1005 RILMA LANE  
LOS ALTOS, CA 94022 USA

**You can reach Harry Logan by**  
**PHONE/FAX (650) 941-4587**

**or by E-mail: [harrylogan@earthlink.net](mailto:harrylogan@earthlink.net)**

Editor:.....Harry Logan, #651

Art Director:.....Dug Waggoner, #10

Printer Liaison:.....Bill Olson, #427

Printer:.....Conrads Printing, Lancaster, Ohio

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flames set by the bad guys and explodes. You'll have to see Chapter 8 to find out if the good guy in the convertible was really killed! (ED: He survived because he jumped out just before the explosion, but it looks like the 37-46C was sacrificed). Thanks to **Von Hardesty** (#964) in Arlington, VA for sharing this very interesting video.

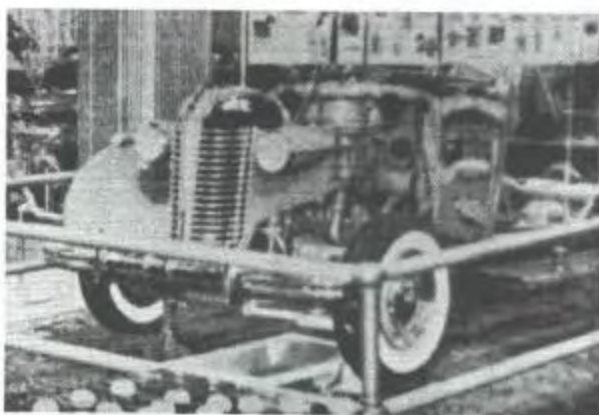
In 1937, Buick offered chrome wheel discs. (photo **A**) They were listed in the Accessory Price List. They were not listed in the 1938 Accessory Price List, so presumably they were dropped because they did not sell well.

**Bob and Doreen Ward** (#905) own a 1937 McLaughlin-Buick Limited Model 90L with chrome wheel discs and Canadian-Buick hubcaps. (see **B** & **C** below) This is the only car I've ever seen with wheel discs.



This Corot beige cut-away '38 Buick was shown at car shows. I guess the railing around the car was to prevent people from touching it.

In the Sept/Oct, 1998 issue of the **Torque Tube**, page 1 displayed a photo of a 1938 custom bodied Limited that showed up at Greg Field's Los Ange-



les home looking for parts around 1970. In the mid-70's **Wayne Yonce** (#1034-Fallbrook, CA), took these nighttime photos on page 4 that show the same custom bodied Limited. The car has a 1933 Buick trunk rack. It was parked in Bellflower, CA (LA area) and was for sale for \$3,000. Wayne says "That seemed like a lot of money for a

strange looking car. I had just spent \$1,300 for my unrestored 38-46C." Does any member have more information on the custom '38 Limited?

The next photo, on page 4, shows Wayne and Ann Yonce with their beautifully restored Corot beige 38-46C.

Now meet one of our newest Club members, **Janet Ricketts** (#1446) in Tarpon Springs, FL. She is the President of the **Antique Automobile Club of America (AACA)**. She and her husband John



were given a gift subscription to the **Torque Tube** by their friend, and ours, Wayne Yonce.

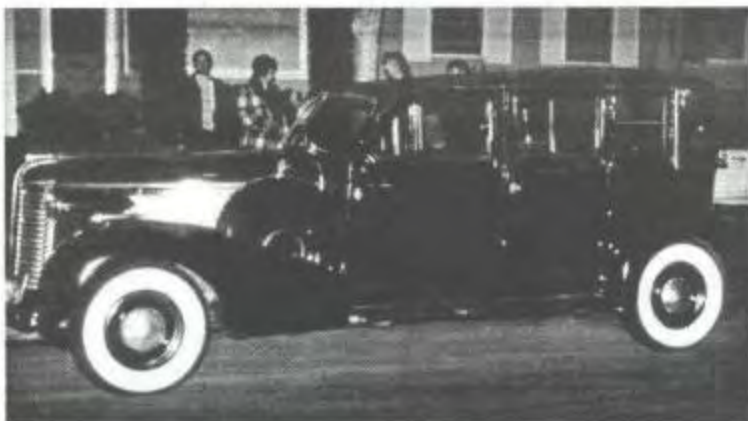
Janet told her husband that this could be an expensive year since a 1938 Buick Special Sports Coupe Model 46S with dual sidemo-unts caught her eye in Orlando, FL.



She writes: "Like most people, buying a car is an emotional experience. I saw this little Buick and I made the fatal mistake of telling the owner that I thought it was a real nice car and he remarked... 'It's for sale.'"

The next thing I knew, I was test driving the car and then bought it. The main reason was because I thought it was a good size for me to drive. I plan to get more involved in local tours." Thanks to the Antique Automobile, the official publication of the AACA.

California member **Walt Brugger (#1444)** has followed up his book "The 1935 Buick Story" with a similar book on the 1940 Buicks. It contains 83 1940 Buick ads. It also covers such major events as the introduction of the "Y Job," the Estate Wagon, the Town Car, the 1940-1/2 "C" body Buick convertibles, and the telegram announcing to the world the assembly of the record breaking 250,117 1940 Buick, the Factory Driveaway plan, the 1940 radio, the 28th



shoot the cover scene for a Compact Disc (CD). The location was on West 15th street in Manhattan, (NY City).



Basie was getting ready to take his band on the

Indianapolis 500, "Gone With The Wind", the first freeways etc. The book costs \$25 including 1st class postage. If you're interested, you can order directly from the author:

**Walt Brugger  
(#1444)**

**1289 Magnolia  
St.#1**

**San Carlos,  
CA 94070**

This 1939 Century Sport Coupe Model 665 belongs to **Anthony Wright (#1192)** in New York City. Note the period dress of the men. Anthony used his car to help a photographer friend

The music group is called the Blues Jumpers. They are part of the Swing Scene revival.

Here's a photo of Count Basie's CD from the same period as our cars. Anthony has included an amusing excerpt from The Count's own autobiography, "Good Morning Blues."

It was in the summer of 1936 when Count Basie was getting ready to take his band on the



road for the first time. It seems the Count came into a little money, so he decided to put some of it down on a BUICK. But the president of the Musicians Union heard about it and thought that he had used band money. But this dispute was soon resolved.

The Count loaned the car to one of his musicians who drove it to Los Angeles and back. Then he and a friend drove it to Chicago and back to NYC.

The Count's new Buick could be either a '36 or '37. Does any member have Buick magazines from these years. If so, please look for the section on photos of Buick owners. I'm sure if a famous person like Count Basie bought a new Buick, he'd be in the magazine. Let me know what you find out. Thanks.

The **1937-1938 Buick Club Eastern Meet and Tour** will be held next year at the St. James Hotel in picturesque **Red Wing, Minnesota**. Red Wing is located on the Mississippi River. Minneapolis is the closest big city.

The Meet will be held from Tuesday June 6, through Friday June 9, 2000. We'll take some great tours through the scenic Hiawatha and St. Croix River Valleys. **Dave Wettersten** (#887) will be our Tour Director. More information in the next issue.

1937 and 1938 Buicks carried hard working



1/43rd scale model of one of these Buicks, a 1938 Special Sedan with plain fenders and '38 New Jersey

license plates. The cars come in either Titian (dark) maroon or Botticelli (medium) blue. Actually, these models (top of page 6) could also represent Centurys as the look is the same.

The only place it says Special is on a manufacturer's tag on the bottom of the car.

The models are made in France in small batches. They are hand assembled and painted. Customers should inquire about availability before ordering. The cost of these models is approximately \$130. They accept Visa or MasterCard. If you're interested, contact:

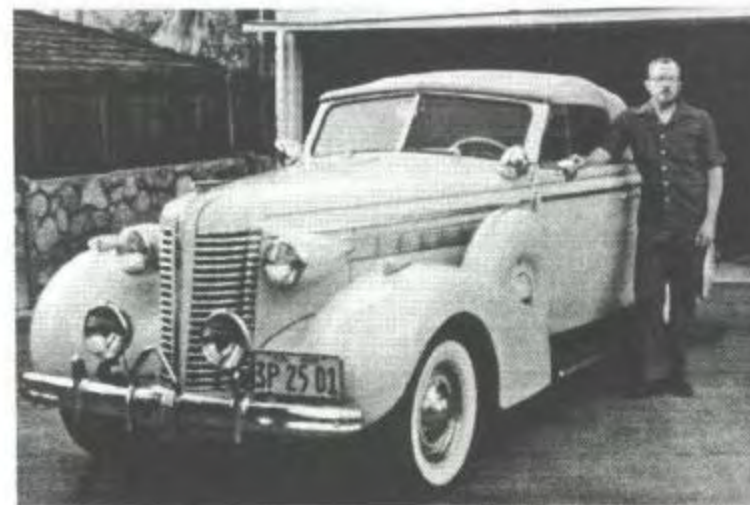
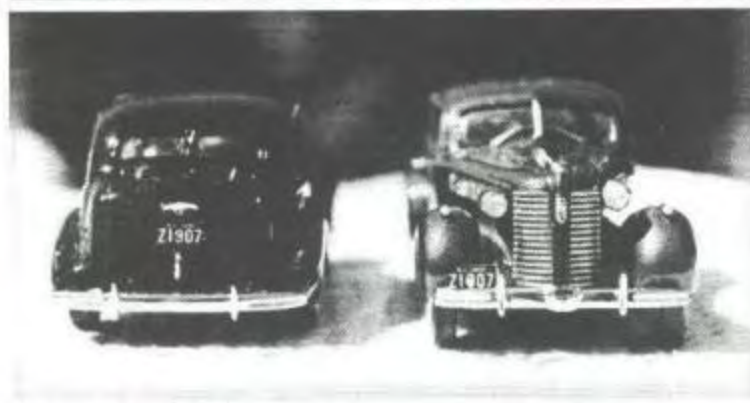
**Raymond Paszkiewicz Jr.**  
PO Box 156  
Clarksburg, NJ 08510  
Tel: (732) 446-9381

These last photos show a 1938 Century Convertible Coupe belonging to **Gary Glazier** (#1005) in La Crescenta, CA. His car has Trippe driving lights.

But Gary had admired Guide Super-Ray lamps for a long time. Then the Super-Ray article in the May/June 1998 **Torque Tube** inspired him to find a pair. Gary likes them much better than the Trippe lights that were on his car.

Sorry for the delay in getting the last issue out. Producing the **Torque Tube** is a three stage process. First, I send the text and photos to our Art Director **Dug Waggoner** (#10). Then he scans





in the photos and combines those images along with my text in the computer. He designs the page into the nice format we've come to expect to get it ready for the printer. Finally, it's mailed to the Conrad's Printing in Ohio who prints, binds, trims, stuffs it into the large envelope, applies the mailing labels and stamps and takes it to the post office. Club friend and former editor **Bill Olson** takes care of getting the mailing labels to the printer and buying the stamps as well as mailing the copies to our overseas Club members.

So if any one of these stages is late, so is the **Torque Tube**. And that's what happened. Issue XVII-#6 together with the Club Roster, as well as the renewal envelope, was in effect two issues at one time. We were a little delayed on this end and the printer was swamped with business which delayed it even more. Thanks for your continued patience and understanding.

*Harry*



## Cover Cars

The front and back covers show **Rene Delhomme's** (#676) 1938 Flexible Hearse on a Buick Special chassis. See the story below.

# A 1938 Buick Hearse

By **Rene Delhomme Sr.** (#676)-Lafayette, Louisiana



In 1981, a friend told me he saw an old hearse behind a gasoline station in New Orleans. So we went to look at it. It was in terrible shape, but I thought that maybe I could restore it. So we paid the owner \$300 and towed it 170 miles to my home.

Our family has been in the funeral business since 1921, so we parked it at one of our funeral homes. It still had a tag stating it was a 1938 Buick Flexible hearse (No. 2975-49-9) on a Special chassis, frame no. 13384163, motor number 43568756. In researching, it turns out it was a Sterling Classic "A" funeral car with carved-type panels and a factory drive-away price of \$2,995.

Now, eighteen years later, having given up

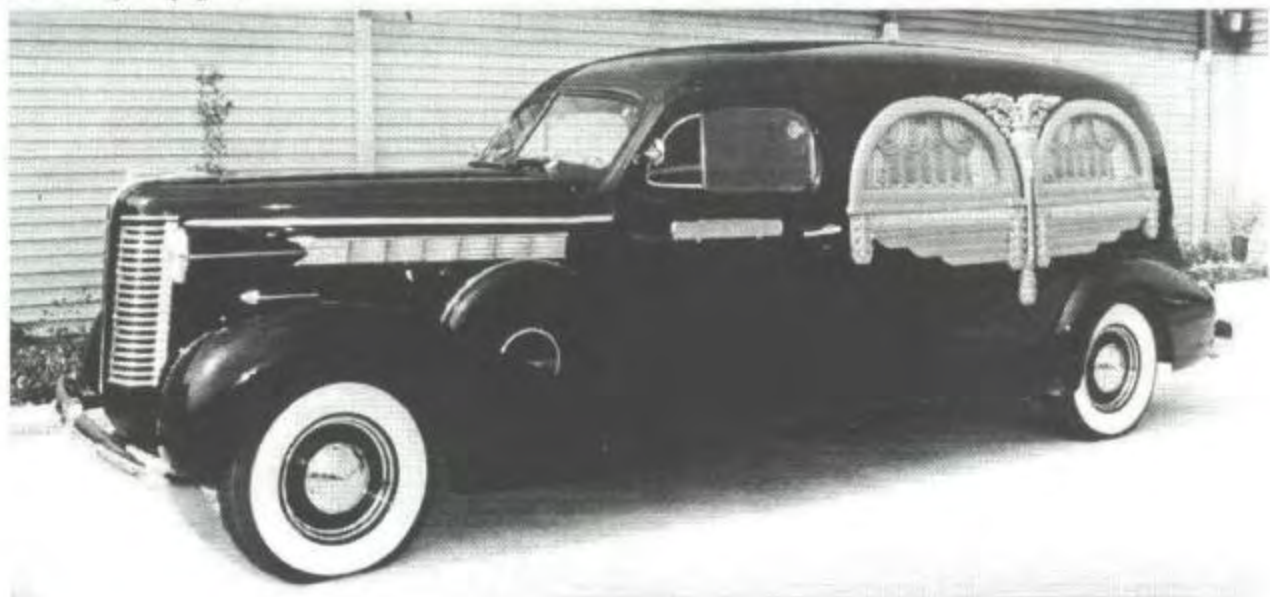
on the project two times, and my wife and fellow employees asking what I was going to do with it, it's now finished.

After struggling with many different people and partial repairs, I entrusted it to a master mechanic, electrician, carpenter, body-man and painter all rolled into one. In his single car workshop, over a five year period, he completed what I consider a miracle. His name is Larry Sikes, and he owns the Nostalgia Auto Works in Church Point, LA.

I guess my pleasure and hobby with this was trying to find the parts so that it all could be put together. My thanks go to *Hemmings*, *The 37/38 Buick Club*, *Buick Club of America*, *The Profes-*



(continued from page 7)



sional Car Society, and all my friends and family.

In the search for parts, I would visit a friend who owned a 1938 Roadmaster sedan to see what I was missing or where I had taken a certain part off of. Finally after years of doing this, he got tired of me coming over I guess, so he sold me his car. So now I have the family car and the hearse.

In fixing the interior, we used pictures from the book "Flexible Professional Vehicles: The Complete Story" by Thomas McPherson. We were able to use the pictures by bringing them to a graphics studio that approximated the size and dimensions of the appliques on the inside and then I brought the designs to a woodwork shop and they created them perfectly.

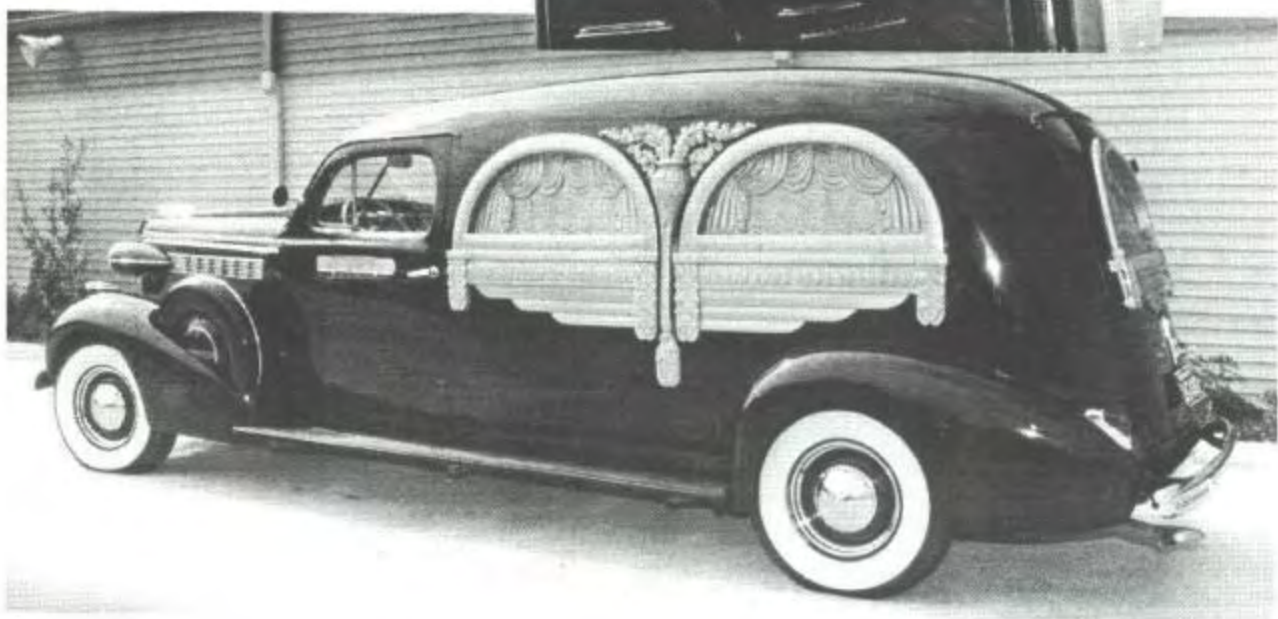
A friend and I put the woodwork into the rear of the hearse. We still had the rollers and stops, so we had them rechromed, put dark blue leather on the inside, making it look better than when it was new. And now it's finished! We have used it for one funeral, that of a Cajun musician. (ED: If any member is interested in restoring another 1938 Special Hearse, **Dave Tacheny** (#997) in Minnesota has one for sale. Phone (612) 427-3460).







*My thanks go to:*  
 Hemmings,  
 The 37/38 Buick Club,  
 The Buick Club of America,  
 The Professional Car Society,  
 and all my friends and family.



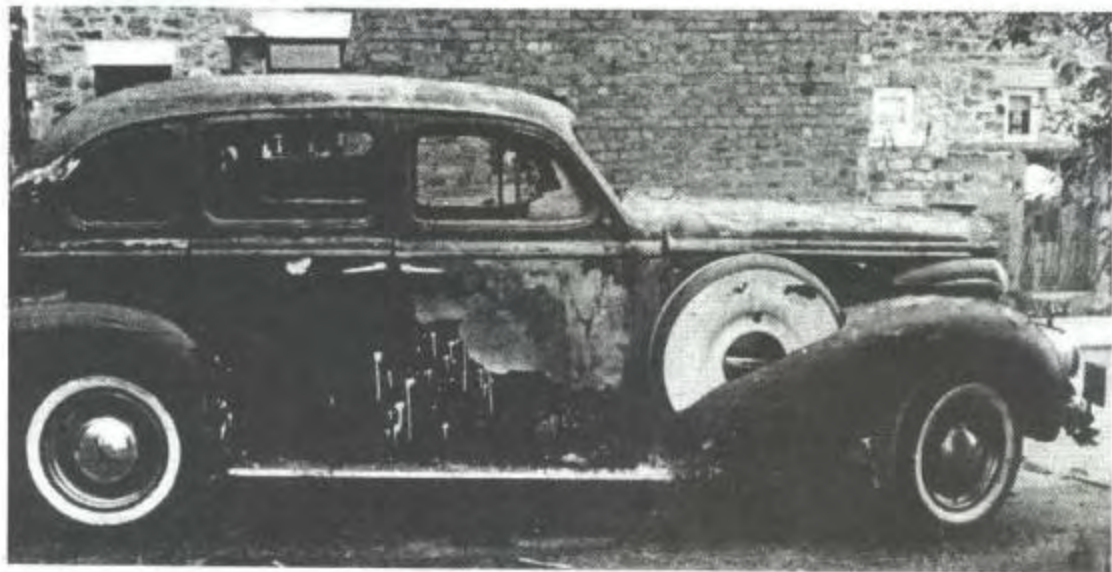
# MY D-DAY!

D-AS IN DISASTER

By Mal Oneill (#1425)-England



This was my 1937 McLaughlin-Buick Special 4-Door Trunk Back Sedan as it looked two months ago. It was fitted with a division window behind the driver. It had two radios, one in the front for the chauffeur and one at the rear. The first owner was the Manager of the Radiant Sweet & Candy Company in Doncaster, England. In July, I took it to a big American Car Show called the Americana. But I'm sorry to report that as of August 20, my car no longer looks like this.



This is how it looks now.





■ American style: The 1939 Buick in its full glory

## Fire destroys years of work restoring car

A MECHANIC has been left heartbroken after the classic car he had lovingly restored was devastated by fire.

Malcolm O'Neill was rushed to hospital suffering an angina attack after his 1939 Buick was destroyed in a mystery garage blaze.

Mr O'Neill bought the car 13 years ago and spent his spare time and money returning the rare American model to its former glory. He said: "It was my dream car - it became like one of the family - and now it is just ashes."

The car, which had two radios and an inside partition, was regularly used for weddings and displayed at rallies.

The blaze ripped through the garage in the early hours of yesterday, reducing the car to a burnt-out shell.

Mr O'Neill, of Williams Street, Bishop Auckland, said: "I wanted to try and save the car but my wife held me back."

"I just sat on the steps crying until the fire brigade arrived. I had an angina attack because of the shock."

After a short stay in hospital he was allowed home and is now contemplating life without his prized motor.

He said: "I can't see it on a scrap heap. I am going to do some work to try to save as much of it as I can."

Initial investigations by the fire brigade and police revealed the blaze started inside the car, which had been locked in the garage at the time of the incident.



■ Dream up in smoke: Malcolm O'Neill looks over the gutted remains of his pride and joy

Picture: MIKE GIE



Someone deliberately set it on fire while it was in my detached garage. They took a long pipe, rammed it through the garage window and through the car's windshield. Then petrol was poured down the pipe and set alight!

So now I'm looking for a 1938 Buick Special Model 41 Trunk Back Sedan with twin side mounts to take its place. Must be restored or close to it.

If you know of a car like this, contact me at:

**Mal Oneill (#1425)**

**Auckland Park**

**Bishop Auckland**

**Durham Co.**

**ENGLAND DL14 8RJ**

**Phone: 01388 602800**

*PS I hope a club member will ring me!*



# 1999 BCA NATIONAL MEET

## *Columbus, Ohio*

By Cecil Don (#637)-Yuba City, CA



Our 1937-1938 Buick Club was well represented at the 1999 BCA Nationals.

Eight members won prizes, 5-1937's and 3-1938's.

Here is a sampling of some of the winner's.

This is **Karl and Barbara Bosk's** (#1154-Michigan) recently restored green 1937 Special Convertible Coupe Model 46C.

It won the GOLD New Senior Award.



Another GOLD New Senior Award went to **Jack Frank** (#739-Pennsylvania) for his green 1937 Special Convertible Sedan Model 40C.



(continued from page 12)



**Vince and Betty Pullara** (#1433-Maryland)  
won a Silver Award  
for their black 1937 Special Convertible  
Coupe Model 46C.



This black 1938 Century 2-Door Trunk Back Sedan Model 68  
belongs to **Carl and Joyce Lohstroh** (#1098-Georgia).  
It won a Silver Award. It's a rare car, there are only two in the Club.



There were also some 37/38's for sale. Here are a couple of examples.

This is **David Bylsma's** (#117) in Maryland) maroon '38 Century Convertible Sedan Model 60C. Phone (410) 551-7236..... \$28,000.

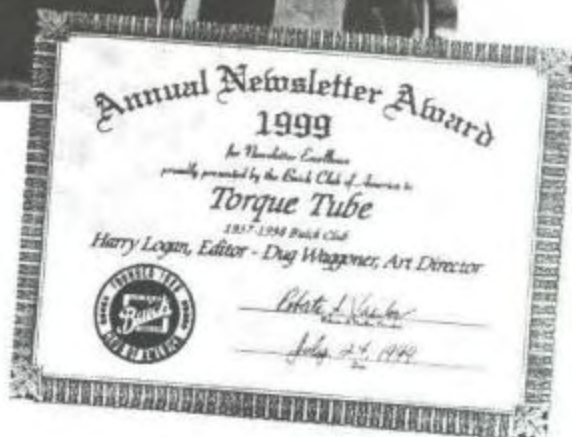
This blue 1937 Roadmaster Sedan Model 81 was offered by Richard Gumm in Ohio. Phone (740) 374-8169..... \$8,500.



The trophies were presented at the banquet Saturday night. The first award given was for the best newsletter for 1999 and our **Torque Tube** won!

Thanks to all our members who helped make this possible by submitting articles, photos, ads etc. It wouldn't have happened without your help!

Thank you.





# MY DAD'S Roadmaster

By John Stewart-San Jose, CA

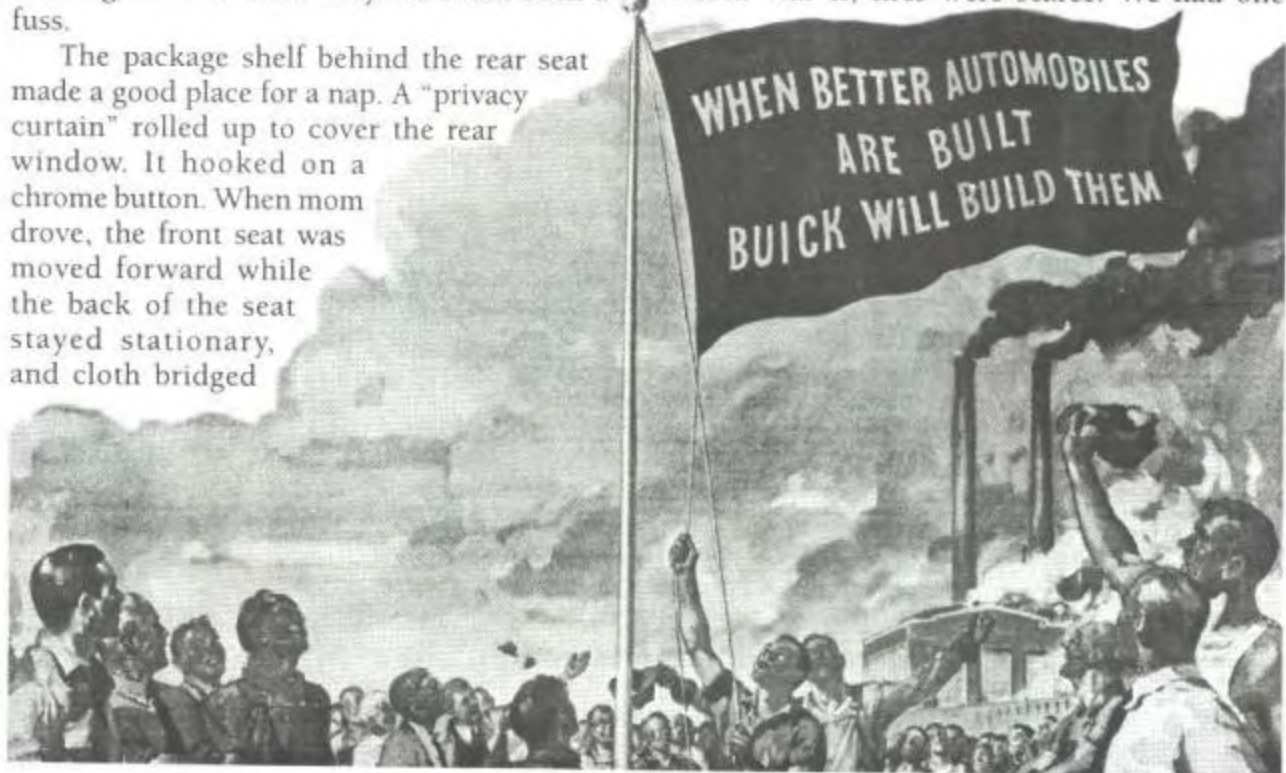
In 1940 my dad bought a maroon 1937 Buick Roadmaster in Hanford, California. That's my sister and me on the right with my dad's maroon Roadmaster in the background.

It took our family of four to Kansas in 1942 for a reunion. I was 6 years old. On the way home, I thought I would iron the blanket hanging over the back seat. I used one of the two cigar lighters which were in the armrests on either side. Mom smelled wool burning. I didn't know why she made such a fuss.

The package shelf behind the rear seat made a good place for a nap. A "privacy curtain" rolled up to cover the rear window. It hooked on a chrome button. When mom drove, the front seat was moved forward while the back of the seat stayed stationary, and cloth bridged



the gap. I could lay up there and fall asleep. The crank opened "wind wings" in the front and back providing ventilation in the August heat as we crossed the dry New Mexico desert. During World War II, tires were scarce. We had one





empty wheel well on the right side. I must have been 7 years old when, after much begging, my dad let me ride inside that wheel well. I held on to the big bolt, the parking light was my "rocket ship." We drove through town and 10 miles out into the country with the wind blowing in my face.

I remember the fold-down foot rest tucked under the back of the front seat. And the robe cord draping against the stationary part of the back seat. We drove the winding road to Sequoia National Park many times in summer and winter.

When I was 9 years old, returning from one of these trips, my sister and I were in the back seat. I stood in front of her and would fall toward her, she would push me away, and I would fall toward her again. My right elbow hit the door handle and the door flew open. I went out at 60 mph. The corner of the door cut my lip as I went under it. I bounced and skidded to a stop, opened my eyes to see my dad stop and open his door. I got up and ran to him. I came home from the hospital on the day President Roosevelt died.

Cars nowadays don't have room enough for a kid to stand in front of the back seat, and they don't allow the inside door handle to override the door lock button. About my 10th birthday the car was painted a rich dark green, almost black. And the seats were re-upholstered green plastic on top and cloth below.

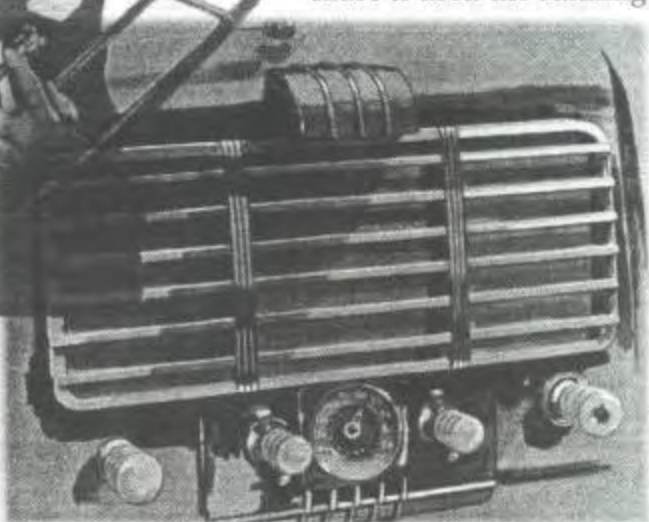
We made a second trip to Kansas in 1952 when I was 16. I got to drive part of the way. The water pump rusted through. A mechanic made a patch which held until we got to Turon, Kansas and could buy a used water pump. Coming down a grade toward Las Vegas, the transmission howled. The noise quit on the level and we never got it fixed.

After a dance in 1954, the car backfired, coughed, and spit. I tried racing with my girlfriend but the car embarrassed me. A week later some boys asked if I had seen guys tampering



with the car when I was on that date. The firing order was stamped in the spark plug cover, and it didn't take long to discover two wires reversed. The car ran fine after I switched them.

I was in high school, and going on dates. The radio played Glen Miller. The car had a big auxiliary speaker below the dash board. The car had no visible antenna because it used the running



boards as the antenna.

Teen age years are hard on a car. I chased a 1949 Buick Super and a 1947 Cadillac one night and caught up to both of them. The right front wheel was bouncing but seemed to settle down over 80 mph. Two days later, in high school auto shop, I discovered the top bolt in the right front king pin connection to the A-arm was backed out about half way. What a lesson!

But I destroyed the rear end trying to get "second gear rubber" a few months later. The right front fender folded in the aluminum front fender of a French Simca from my lack of road smarts.

My friend and I unbolted the head and tried to lift it off, then we found that the dual carburetor manifold that we had spotted at a junk yard was too short to fit because it was for a Special. So we bolted everything back in place.

My dad died at age 65 in 1954 during my senior year in high school. The car was sold to a nice Mexican family in 1956. It had 130,000 miles and 16 years of family history in it. I went from Kindergarten through my 2nd year of College with that car. It was hard to see it go.



# 1937-1938 BUICK ITEMS SEEN ON THE INTERNET

Here is a sampling of some 37/38 Buick auction items for sale on the Internet through **eBay**. You can visit eBay, the world's largest Personal Trading Community at <http://www.ebay.com>. This is to give you an idea of the kinds of Buick items available. Most of these are probably sold by now.

**1938 Buick Stationery.** This is a really unusual piece. It is a sample stationary package that was sent to the Buick dealers for 1938. It contains sample business cards, envelopes (3 different sizes), letterhead, invoices, a sample blank check and other sample goodies. This is a real nice conversation piece if you are a 1938 Buick fan or just a collector of Buick memorabilia.

**1938 Buick rear doors off of 40 series sedan.** These were taken off during the 1930s-40s.. I got them about 30 years ago from a large salvage yard located in the state of Maine. The doors have most of the hardware and chrome on them.. Good solid doors. Will not ship but will hold them until arrangement can be made for pick up.

**This is the bumper-mounted step plate to allow access to the rumble-seat of your 1933, 1934, 1935 (and I think it even was used up to 1938) Buick Rumble-Seat Coupe or Convertible.** (I don't have the fender-mounted one) The step plate itself is an excellent reproduction, but the mounting base (in primer) and screw are original. I bought it over 25 years ago and it has been in dry storage ever since.

Of all my old **Buick Hubcaps**, this one I like the best. Maybe it's because I once had a 1938 Model 87... the rarest of the rare. Look it up in your "70 Years of Buick" book and you'll see what I mean. This one fits all 1938 model Buicks and is the absolute best you will find. I had it on my car once for a photograph. All original; no reproduction. I've had it for 30 years. IF YOU NEED A HUBCAP FOR YOUR 38 BUICK, YOU WON'T FIND

A BETTER ONE!

**1938 BUICK sales brochure 38 pg.** This original brochure covers Limited Series 90, Roadmaster Series 80, Century Series 60, and Special Series 40 lines. Full color artwork of each model, 21 total!!! The artwork is superior with classy chrome finished borders. Each model has original sales price neatly written in, via fountain pen, underneath. Just think a Series 60 four passenger convertible for just \$1,202. Brochure also contains excellent artwork of the Dynaflex 8 engine, interiors, chassis, dash, mechanical components, drivetrain, and a full page of factory specs. Excellent condition, flat storage since the thirties. Spine has some black ink worn off but is not split and is still strong. Any questions please e-mail.

NO RESERVE!

This is a near mint **1938 Buick Owners manual** with envelope, battery warranty card, blank owner ID card, service policy, upholstery care booklet, electric clock instructions and electric clock installation instructions. A very nice collectible. Buyer pays actual shipping.

And there were two cars for sale. One is this



1937 Roadmaster Sedan with a reserve of \$8,600. Interestingly enough, this is the same car For Sale at the 1999 BCA Meet in Columbus. See page 14 for a better photo.

The other is a 1938 Buick Businessman 2-Door Coupe. Original

straight 8, 3 speed on the floor. Modifications-Changed to 12 volt system. Excellent running condition. No rust, black cherry paint job. All metal, no dents, very little wear on the running boards. Interior in excellent condition. Theft alarm included. It had a reserve of \$10,000.

Thanks to **Von Hardesty** (#964) in Arlington, VA and **Charles Jekofsky** (#524) in Washington, DC for sending in these auction items.

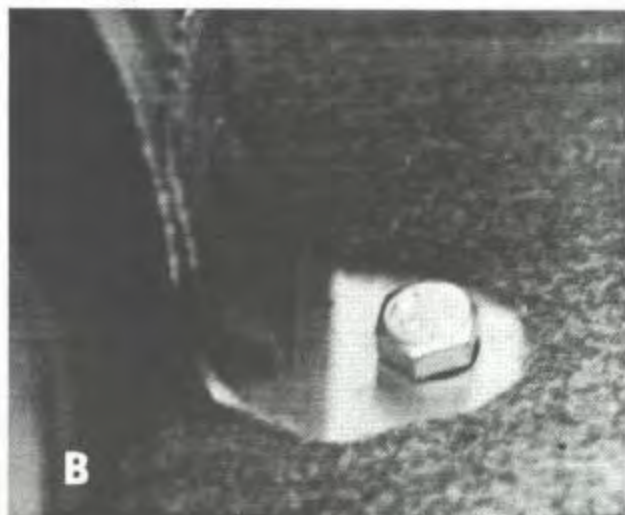


## Technical TIPS

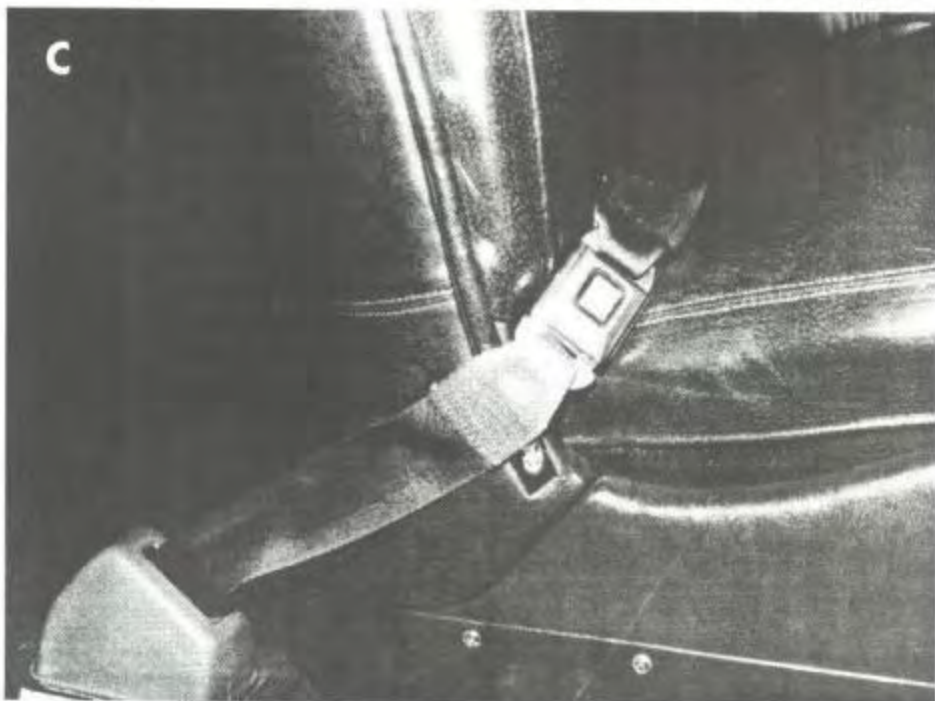
# INSTALLING SEAT BELTS

By Harry Logan (#651)-Los Altos, CA

Installing seat belts is a good safety investment. Most car shows will not deduct any points for cars with safety belts. I know I am so used to wearing seat belts in my modern cars that I feel naked without one in my old Buicks.



One of the decisions you'll need to make is what type of mounting to use. The two main choices are hook and eye-bolt **(A)** and bolted mounting **(B)**. The hook belts have the advantage that you can easily remove them at a show to make the car look more original.



You can also use retractable belts **(C)**. Most seat belt vendors do not sell this type of belt. These were removed from a car in a wrecking yard.



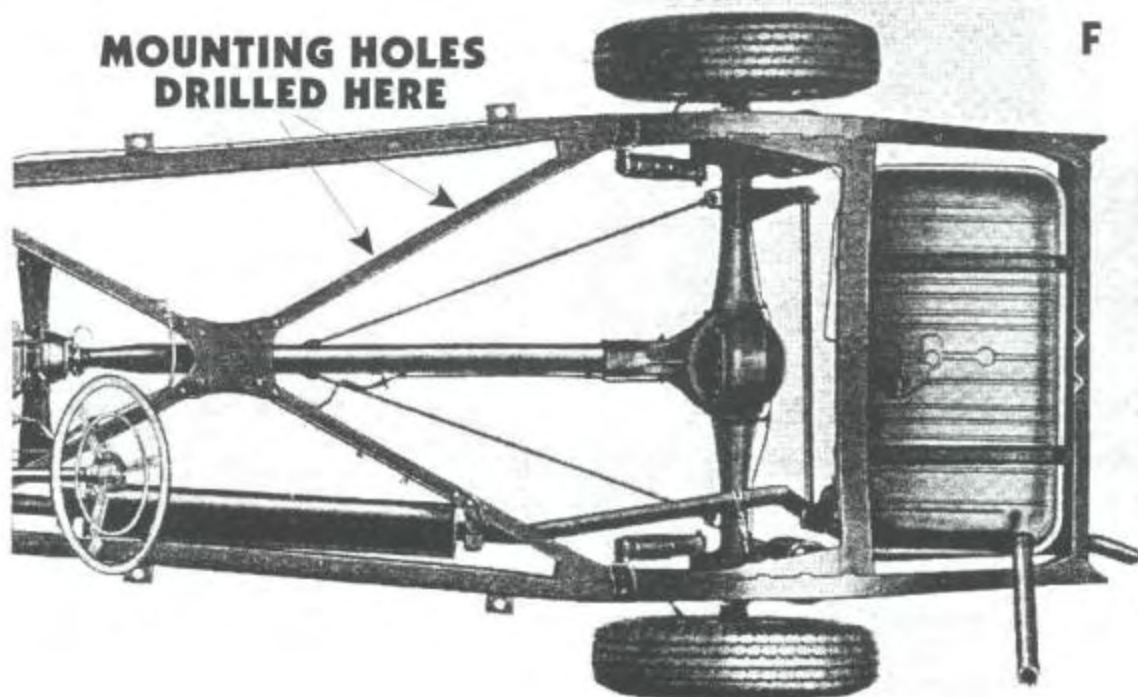


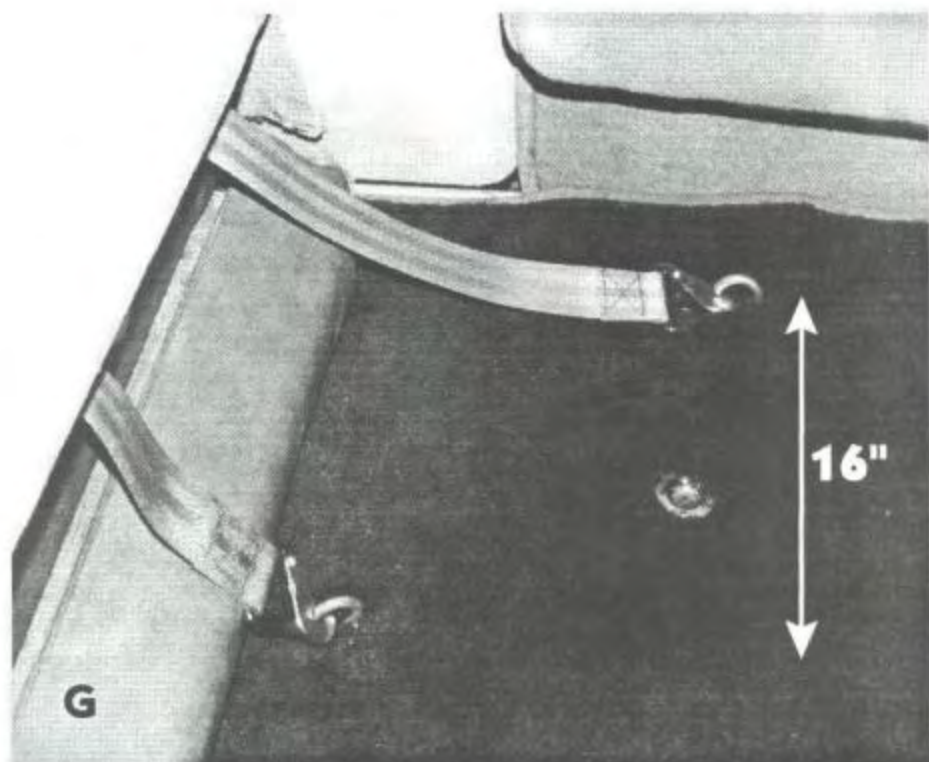
They have the advantage that half the belt is out of the way when not in use **(D)**.

To mount the belt anchors **(E)**, most people drill a hole through the floor pan behind the front seat. My belt anchors are 16 inches (41 cm) apart. Before you drill, check underneath the car to make sure you won't hit something (like the muffler). You might want to drill a small 1/16" test hole first, then push a wire through it to make sure the hole is where you want it. If it isn't, the 1/16" hole is easily hidden.



Some mount the bolts through the "X" portion of the frame for stronger support **(F)**. This requires some careful measurement so that the bolt holes go through both the floor pan and frame.

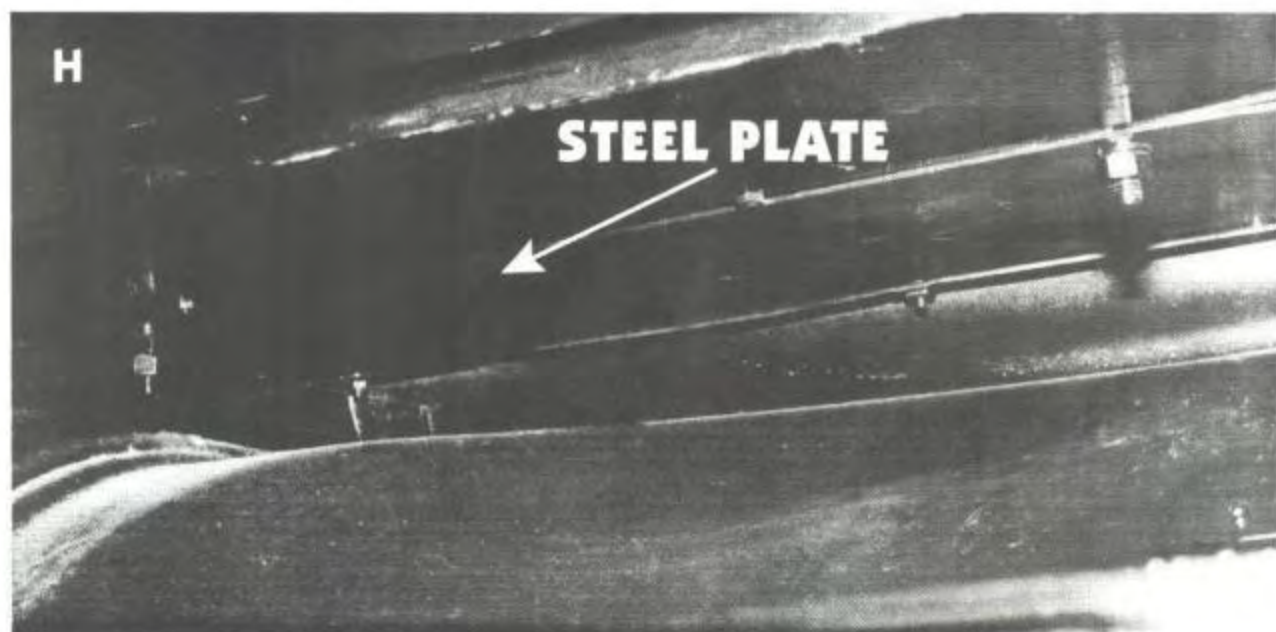




It also means the anchors inside the car will be offset from each other in order to go through the slanting "X" portion of the frame **(G)**.

Another consideration is that mounting the belts to the frame might cause a serious problem if the body should break loose from the frame in a severe accident.

All this being said, most people mount the belts to the floor pan. I have even seen one 38 Buick with three point seat belts instead of just the two point lap belts. But this requires drilling a hole through the body center post.



And you convertible coupe owner's, don't forget the rumble seat. Children often ride in them and can be easily thrown out. This convertible owner mounted a steel plate **(H)** under the wooden rumble seat bottom to anchor the belts.



# DON'T THROW AWAY THAT TEMPERATURE GAUGE

## Technical TIPS



By Saul Hoffman (#666)-Ben Lomond, CA

If you're replacing your temperature or other gauge with one which has a dial that doesn't look as good as the original, just exchange the dial's.

The water temperature gauge on my 1938 Special Coupe never worked since the day I bought the car. So I purchased another gauge **(A)** and tested it with a pan of boiling water. It read 212°F (100°C).

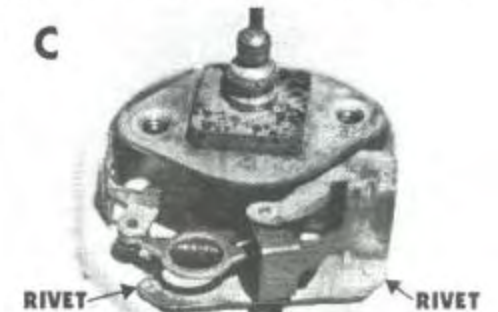
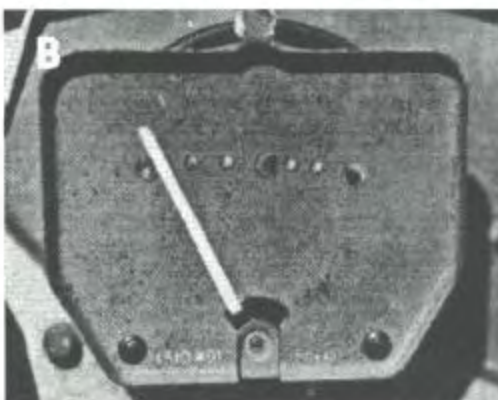
It wasn't until after removing the broken gauge from my dash that I noticed that the dial on the replacement was different than on my original. The replacement dial, which wasn't in great condition, had small colored circles and was from a '37 Buick **(B)**. '38 dials have vertical lines indicating temperature. Since my original dial was in mint condition, I decided to see if I could remove and mount it in place of the replacement.

The dial is secured to the operating part of the gauge by two small aluminum rivets **(C)**. Using a 1/16" drill, I made a hole

through the rivets and the face plates separated easily. I drilled from the back side of the plate

so that the drill bit wouldn't scratch the face plate if it slipped off the rivet (which it did). Knowing that I did not have a rivet or screw with nut that small, I scoured the local hardware and auto parts stores without success. Coming home I took my eyeglasses off and while scratching my head, I saw that they were held together with small screws and nuts. A quick trip to the optometrist was successful, and I picked up two small fully threaded screws and nuts. They fit the holes in the dial perfectly. I picked up some extra nuts since they are very tiny, and easily lost.

It was a bit tricky getting the nuts on and I doubled them up on each screw so as to lock them, then cut-off the excess screw length. The screw heads on the face plate are hardly noticeable. So now I have a working water temperature gauge with a nice looking dial.

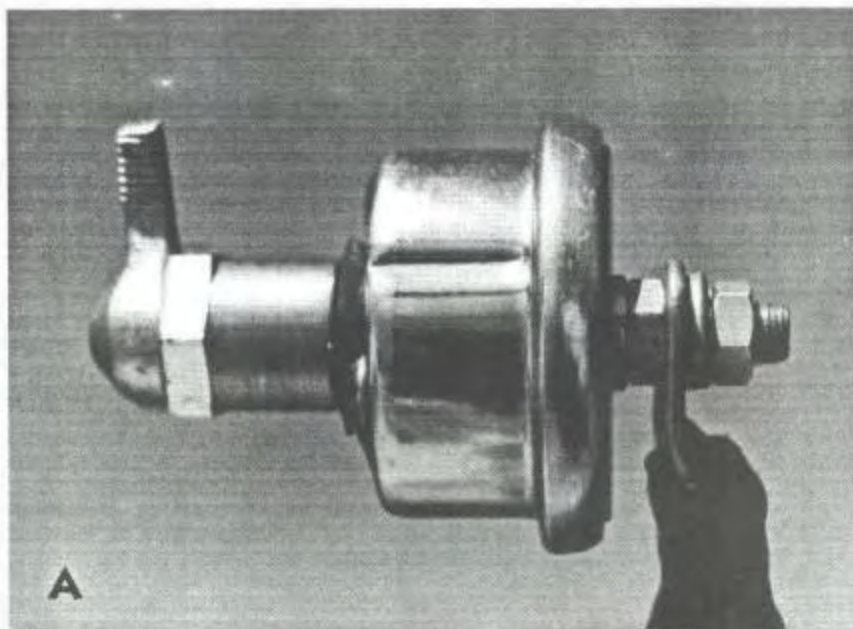




## Technical TIPS

By Harry Logan (#651)-Los Altos, CA

# MASTER DISCONNECT SWITCH

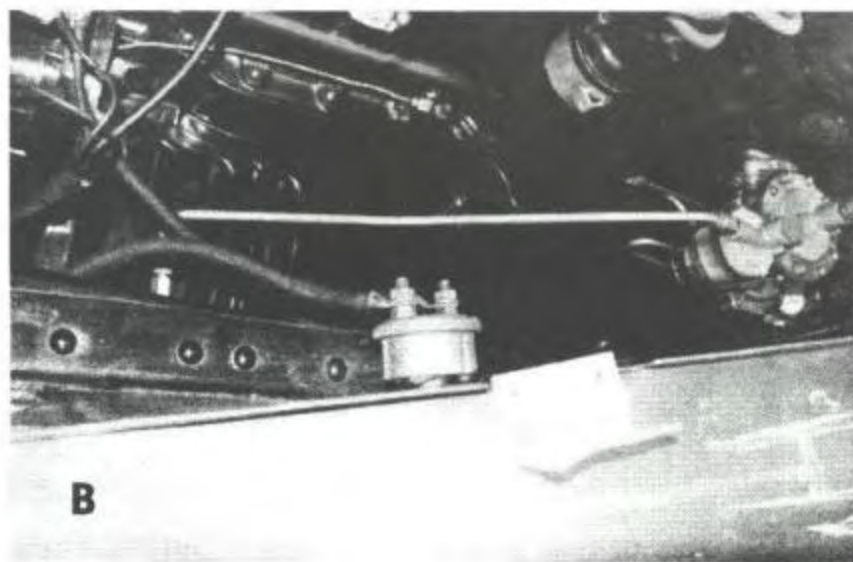


This is a typical master disconnect switch (A). They cost around \$30. The difference between this high current switch and a low current one is the size of the contacts which are concealed inside the cover.

A high current switch is needed because 200 or more amps flow when you start your car. The switch terminals where the wiring attaches

are large in diameter so that thick, high current cables can be connected. The whole idea is to use a switch that can completely disconnect the battery from the electrical system. There are two good reasons to do this, safety and security.

Even though your wiring harness is new and correctly installed, cases of current leakage re-





sulting in a dead battery can occur. Some members have had their clocks converted to quartz. These will draw a small amount of current if the battery is left connected. And over time it will run down the battery. The same thing will happen if you accidentally forget to turn off the under-dash switch that controls the instrument lights. And if a wrench or other metal object should touch the positive battery terminal or cable and ground, a short-circuit fire could result! But a master switch at the battery makes this impossible. And it also helps prevent someone from stealing your car.

There are several places you might consider mounting a switch. This one is mounted through the fender side-panel with the knob under the right front fender (B). It makes the cable runs in the engine compartment short, but the driver has to lie on his back and reach under the fender and around the tire to turn it on. Very awkward!

Some owners mount the switch on the engine side of the firewall with the knob in the passenger compartment. The knob is then close to the heater. And if only you know where it is, you may succeed in preventing your car being stolen.

The switch can also be mounted in the floor pan, near or under the passenger's seat. This is close to the cable coming from a 1937 Buick's under-seat battery. The disadvantage is that the

switch is exposed to water and dirt thrown onto the switch, causing possible leakage current or corrosion. It's best to keep the switch dry if possible.



Here's another type of disconnect switch. It attaches right at the battery terminal (C).

Loosening the round knob disconnects the battery. You can also unscrew and put the knob in your pocket for maximum security (D).

Either the hot or ground side of the battery can be switched. Most people choose to switch the negative terminal as it is the safest way.

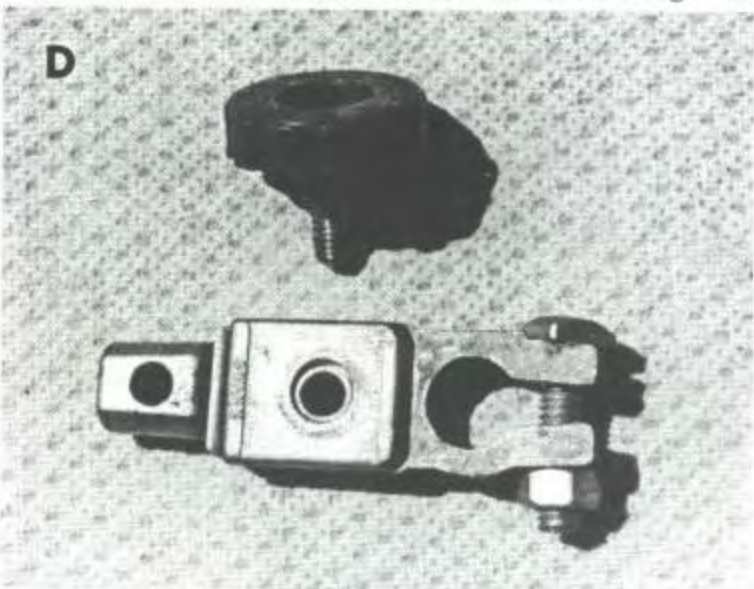
I do not use a disconnect switch on my 1938 Buick because the battery is now under the hood and easily accessible. I tighten the negative battery connector so that it is tight, but loose enough so I can remove it by hand. I remove the cable at night and twist it on to the

terminal when I want to drive. It's a very simple and easy operation.

I've been doing this for years. It also has the advantage that it always looks original and there are no switches to bother with.

Disconnecting the battery quickly has also saved me from a possible disaster

when I suddenly developed a short circuit in my old wiring harness while getting gas. Smoke started coming from under the dashboard. I jumped out of the car and quickly removed the negative battery terminal. All's well that ends well!



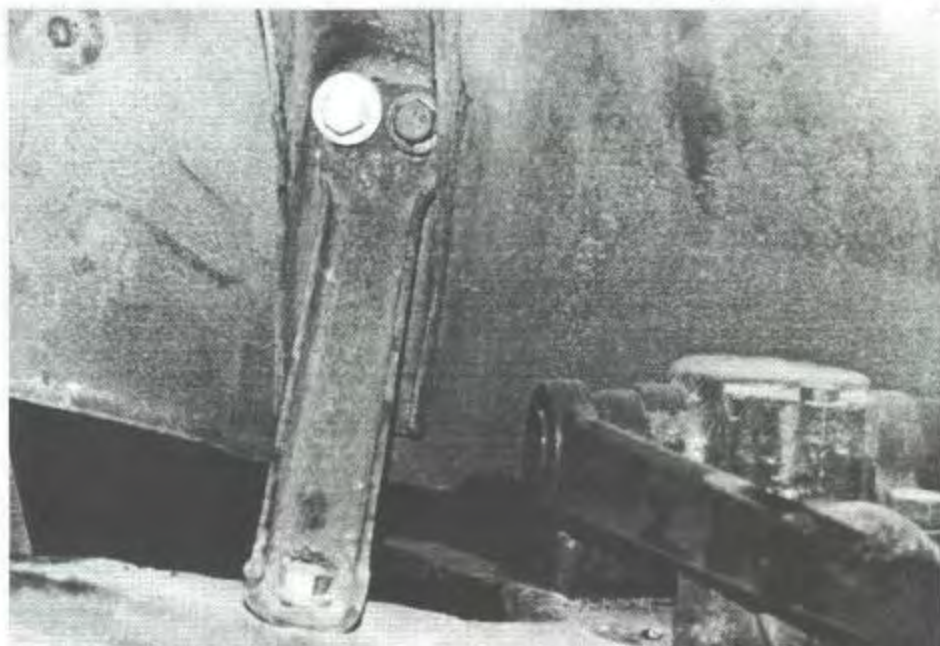




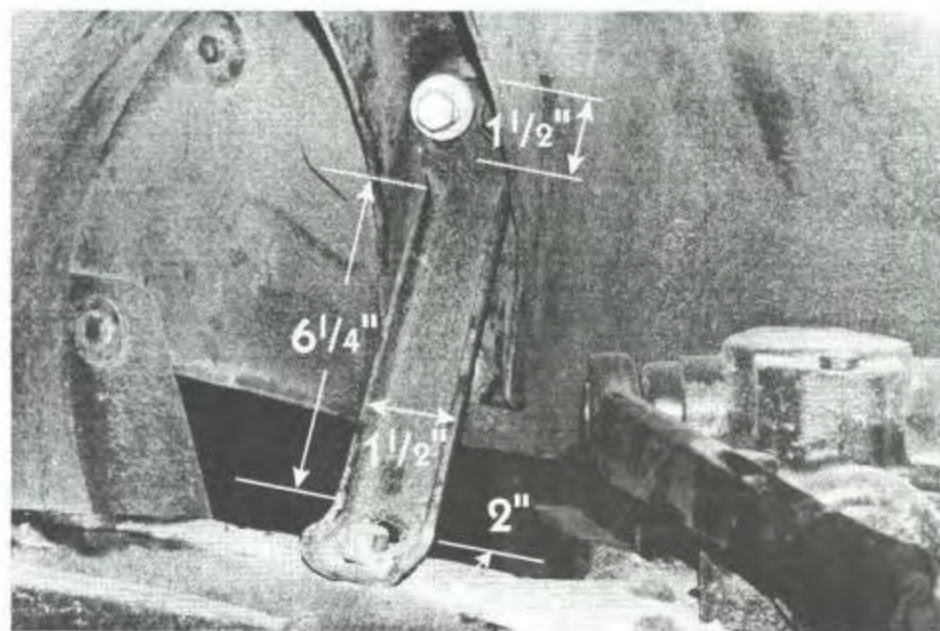
## Technical TIPS

# CONVERTIBLE COUPE FRONT FENDER BRACES

By Harry Logan (#651)-Los Altos, CA



Convertible coupes and probably (?) convertible sedans have extra fender support braces, one for each front fender. This brace is not used on closed cars. It runs from the top of the siderail to the long, curved brace under the middle of the front fenders. Looking at it with the front tire removed, the brace runs at an angle of about 45 degrees. It is bolted to the top of the siderail with one bolt. It is bolted to the fender brace with two bolts. If it is missing, it could probably be made. Here are the dimensions: **bottom pad.....2"** - **top pad.....1 1/2"** - **straight part.....6 1/4"** - **width.....1 1/2"**





## CORRECTION TO 1999 ROSTER

Please add this, Member Cars Year, Model & Series listing, on page 32, that was left out of your new 1999 Club Roster.

### 1937-81

Brakke, Landy  
Breen, John  
Campbell, Douglas  
Cohen, Allan  
Cohen, Lewis  
Delgado, Richard  
Forster, John  
Greer, W. T.  
Huffman, John  
Kaulhold, Rod  
McGray, Larry  
Moore Sr., James  
Pardo, Jose  
Preslan, Clint  
Schindler, Ray

## CORRECTION ON DATA PLATES

This is the correct photo that should have appeared at the bottom of page 14 in the last issue. The article was about "Interesting 37/38 Data Plates." The text (repeated below) was correct.

"This data plate is on **Bob Lawrence's** (#653) 1937 Special 4-door sedan Model 41. It is the only data plate I have ever seen where the date is filled in. It is stamped 11-24-36, indicating an early production '37 Buick. The paint was #501 Chancellor (dark) blue with #301 upholstery (tan mohair fabric)."



## WELCOME *New Members*

Randy Hosler (#1443)  
6585 Dixie Highway  
Clarkston, MI 48346  
38-66S

Walter Bruegger (#1444)  
1289 Magnolia Ave. #1  
San Carlos, CA 94070

Arnold Isaacs, Jr. (#1445)  
20010 Colony Point Lane  
Cornelius, NC 28031

Janet Ricketts (#1446)  
2941 Magnolia Trace  
Tarpon Springs, FL 34689  
38-46S

David Anderson (1447)  
401 Wayman Drive  
Greer, SC 29651  
38-61

John Hollenback (#1448)  
2445 Terwood Rd.  
Huntingdon Valley, PA 19006  
38-41

Ty Steward (#1449)  
3458 Sagehen Way  
Sacramento, CA 95834

John Crequer (#1450)  
23 Helensburgh Road  
Dunedin, New Zealand

Jim Lo Cicero (#1451)  
60 Orland Square Dr.  
Orland Park, IL 60462

James Wright (#1452)  
137 Droms Rd  
Scotia, NY 12302  
38-46S

James Woolsey (#1453)  
2052 Cima Ct.  
Carlsbad, CA 92009

E. Allan Bosshard (#1454)  
25306 29th Ave. S.  
Kent, WA 98032  
38-46

Karl Heinz Pydde (#1455)  
267 Mt. Morton Rd.  
Belgrave Heights  
3160 Victoria  
Australia  
37-48

Yvan Le Blanc (#1456)  
860 Rood Pond Rd.  
Williamstown, VT 05679  
38-66S

# Parts FOR SALE

## • 1938 PARTS FOR SALE

Steering wheel, restored. Complete except for horn ring. I paid over \$300 for it.....\$250

Dave

(559) 901-2784

E-mail: [Uneedawhat@aol.com](mailto:Uneedawhat@aol.com)

## • 1937 & 1938 NOS PARTS FOR SALE

1937-40 Second speed gear.....	\$35
1937-40 Second and third speed sliding sleeve.....	\$25
1937 all, 1938-60-80-90 Crankshaft pilot bearing.....	\$10
1937-1938-40 NORS Clutch release equalizer ball stud bearings.....	\$3/pr
1937-1938 all, transmission main drive bearing.....	\$15
1937-1938 40-60 Outside door handle, non-locking, used (marked H30087 or H32253) .....	\$10 ea
1937-1938 40-60 Outside door handle, non-locking, used (marked H17712 or H33912 or H30075) .....	\$10 ea
1937 40 & 60 Locking door handle, less lock, 1st type with offset shank, #4074570, marked T195000.....	\$35 each
1938 40 & 60 Door handle, less lock, #4089306, marked T19541.....	\$35
1938 right taillamp door, used.....	\$10
1938 taillight lens, used.....	\$10
1938-40 After engine #4-3445305 rocker arm assembly, used.....	\$35
1037-1938 40 starter armature.....	\$30
1937-1938 all generator armature.....	\$30

Parts are NOS except where noted. Please add 15% postage

Bob Graves (#1136)

56 Dartmouth St.

Lynn, MA 01904

(781) 593-9534 evenings

## • 1937 & 1938 PARTS FOR SALE

• 1937 Special Sidemount Fenders with the mounting hardware. No covers. Rough condition. Were sandblasted and put in primer. These fenders could possibly be repaired, or used as patterns to convert plain to welled fenders.....\$400

• 1938 Special Sidemount fenders with tire mounting hardware. No covers. One side has a 5" hole in the well. The other side is fine. Small tears in the wheel opening area but both easy to repair..... Asking \$1,400

• 6 Gallons of Ditzler Nitrocellulose Lacquer. 1937 color Sudan Blue.  
1938 color Botticelli Blue.....\$500 for all 6 gallons

Mark Salamon (#1382)

P.O. Box 397

Bondsville, MA 01009

Phone: (413) 283-3974. Leave message.



• **1937 PARTS FOR SALE**

Big Series Sparkplug cover, nice original.....	\$90
Hubcaps, Fair-good condition, full set.....	\$75
Big Series Master cylinder parts & body, needs work.....	\$25
Steve Nathanson (#656)	
Walnut Creek, CA.	
(925) 947-6711	

---

• **1937 & 1938 PARTS FOR SALE**

The following is just a portion of the parts available. Call with your needs.

• **1937 PARTS FOR SALE**

40/60 Series rear brake cables, good condition.....	\$40 pair
Master and deluxe heaters.....	\$75 each
ROADMASTER rims.....	\$25 each
ROADMASTER axles.....	\$100 pair
ROADMASTER front suspension .....	call with needs
Coupe & 2 Dr. Sedan side stainless, complete sets....	\$75
CENTURY brake & clutch pedal assembly.....	\$35
CENTURY radiator.....	\$75
SPECIAL radiator.....	\$75
Rear springs 40 & 60, good condition... ..	\$100 pair
Radio delete plates.....	\$15
SMALL SERIES throttle linkage.....	\$25
BIG SERIES rocker assemblies.....	\$50
Fender lights.....	\$65 pair
Trunk lights, complete.....	\$50
Tail lights with lenses, all series.....	\$50 pair
Wiper transmissions.....	\$50 pair
SPECIAL manifold.....	\$75
Throttle cable.....	\$20
SPECIAL transmission.....	\$100
SPECIAL splash pans.....	\$40 pair
CENTURY hood.....	\$100
Headlight switch.....	\$20
Radio grilles.....	\$15
Wiper motors.....	\$15
Trunk hold-up arms.....	\$20
Sun visors.....	\$15
Bumpers.....	\$30 each
Bumper arms.....	\$15 each
Steering wheel.....	\$50
40 & 60 running board brackets.....	\$50 set
Buick creast badge for hood trim strip.....	\$50
Gas pedal.....	\$15
SMALL AND LARGE SERIES generators.....	\$75
Radio.....	\$175
LARGE SERIES AA-2 carburetor, complete.....	\$250
Instrument cluster with working temp. gauge..	\$100

• **1938 PARTS FOR SALE**

DeLuxe Heaters.....	\$75 each
Breather tubes.....	\$10 each

Trunk hold-up arms.....	\$20
734Z starter with solenoid.....	\$50
Horn button.....	\$10
SPECIAL hood lettering.....	\$20 pair
Defroster ducts.....	\$15 pair
Wiper transmissions.....	\$50 pair
Rear license plate stand, bracket & light for sedan.....	\$45
Tail lights, complete.....	\$75 pair
Assist straps with screws.....	\$10 each
Throttle cable.....	\$20
SPECIAL radiator.....	\$75
Battery tray.....	\$20
Generator.....	\$50
SPECIAL manifold, complete.....	\$75
SPECIAL hood sides & tops.....	\$25 each
Grille, no cracks, minor pitting.....	\$200
CENTURY radiator.....	\$100
SPECIAL coupe window moldings.....	\$100
Cigarette lighter.....	\$25
Rear muffler hanger, NOS.....	\$35
4-Door sedan rear vent windows, excellent originals.....	\$100 pr
Trunk emblem.....	\$40
Headlights, complete, originals.....	\$300 pr

• **1937 & 1938 PARTS FOR SALE**

Radio hanger bracket.....	\$25
BIG SERIES spark plug cover.....	\$100
SPECIAL running boards, solid cores.....	\$200 pair
Headlight buckets.....	\$20 each
LARGE SERIES air cleaner.....	\$75
40-60 kingpin sets.....	\$30
LARGE SERIES fan belts, new.....	\$15
Map light switches.....	\$15
SMALL SERIES spark plug covers.....	\$40
Rear fender splash aprons.....	\$15 each
BIG SERIES manifold ends.....	\$50
16" beauty rings.....	\$10 each
Headlight bezels.....	\$20 each
Trunk hinges.....	\$75 pair
Front arm rests.....	\$25 pair
40 & 60 rear vent windows, need plating.....	\$50 pair
Rear view mirrors.....	\$15
SPECIAL rear motor mounts.....	\$15
CENTURY rear motor mounts.....	\$35
40 & 60 4 dr. sedan doors.....	\$50 each
Front vent window frames & mechanisms.....	\$35 each
BIG SERIES fuel pump cores.....	\$50
Keyed ignition switches.....	\$35
4-Post voltage regulator, used.....	\$25
15" Beauty rings.....	\$10 each
Headlight adjusting buckets.....	\$100 pair
Front license plate bracket.....	\$35
Horn ring, mint condition.....	\$100
Radio tuners.....	\$540 pr
Rear bumper gravel guards.....	\$50

Dave Tacheny (#997)

11949 Oregon Ave. N., Champlin, MN 55316

(612) 427-3460



# Parts WANTED

## WANTED:

For 1937 Special Convertible Coupe Model 46C

- Driver's side horn • Complete emergency brake cable & brackets
- Rumble seat lid drain spout for the right side

Lauren Matley (#46)

13912 SE 241st St., Kent, WA 98024

(253) 630-8887 (home)

# Cars FOR SALE

## 1938 ROADMASTER FOR SALE:

- 1938 Roadmaster Convertible Sedan Model 80C with sidemounts and covers. Needs complete restoration.

**\$8,500.**

- Also a 1940 Limited 80 Series Convertible Sedan Model 81C with sidemounts. Needs restoration.

**\$22,000.**

Red Praetorius  
Saugerties, NY  
(914) 246-9930



## 1937 CENTURY FOR SALE:

- 1937 Century Model 61 4-Door Sedan. Very original, runs great, new www tires, 1937 California plates, nice original interior, fogs, dependable

**\$8,000.**

Steve Nathanson (#656)  
Walnut Creek, CA.  
(925) 947-6711

## 1938 SPECIAL FOR SALE:

- 1938 Special Model 47 4-Door Slant-back Sedan. Call for Q & A.

**\$9,600.**

Terry King (#826)  
(703) 237-0296  
Washington DC Area

## 1937 CENTURY FOR SALE:

- Black 1937 Century 2-Door Trunk Back Sedan Model 68 Dual sidemounts, 61,500 miles (*believed original*), rust free, New LeBaron-Bonney interior, spotlight, radio, Deluxe heater-defroster, new wiring harness, 4 new Goodrich wide whitewalls, valves & manifold resurfaced, new fuel pump and carburetor, new motor and transmission mounts, new brakes, new wheel seals, new rubber throughout, excellent chrome. Car runs smooth and peppy. A really neat car. Health forces sale.

**\$19,500.**

Howard Kriebel (#1415)  
90 6th Ave., Collegeville, PA 19426  
Phone: (610) 489-1253  
E-mail: kriebel@erols.com

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- 1994-1995 Volume XIII - Numbers 2, 4, and 6
- 1995-1996 Volume XIV - Numbers 3 through 6
- 1996-1997 Volume XV - Numbers 4 through 6
- 1997-1998 Volume XVI - Numbers 1 through 6

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Complete Research Package \$50.00, \$60.00 if shipped outside the USA.

Additional information available upon request, or send year, model, serial number, engine number, car photo (if available) and Fisher Body data plate rubbing.

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1937 Buick video made from the only known copy of a 16 mm black & white sound film produced by Buick Motor Division in 1937. The tapes have been made by a professional video dubbing studio. They are very high quality and are produced from a digitally mastered original.

Video runs approximately 32 minutes and contains a number of segments showing the construction of the 1937 Buick and Buick's place in American society. Historically significant item.

**SATISFACTION GUARANTEED. \$39.95 including shipping.**



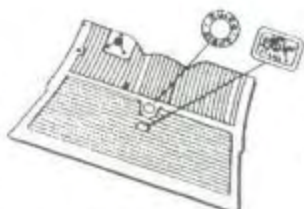
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**1937-38 BUICK**



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Glue-in .....DW-378 .....\$1.80 ft.  
Clip-in .....DW-80 .....\$3.25 ft.  
Clips .....WC-80.....\$.75 ea.



**DOOR BOTTOM SEAL**

Clip Type.....DW-369 .....\$2.25 ft

**TRUNK SEAL-SEDANS. 1/2" Wide;**

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Sedans. 3/4" Wide;

Ser. 40-60.....TW-371S .....\$37.50



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Sponge.....TL-369 .....\$2.00 ft.

1/2"x1"x16" TL-1129 .....\$47.50



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Brown .....CB-343BN .....\$5.95 ea.



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GLOVE BOXES; \$27, ea.

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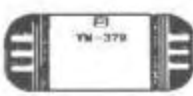
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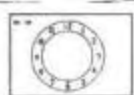
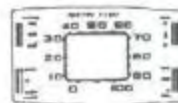
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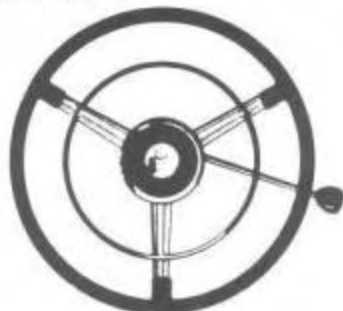
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